

To-day's
Advertisements.

GOVERNMENT NOTIFICATION.

It is hereby notified that, from MONDAY, the 15th instant, the Constant System of WATER SUPPLY will be again INTRODUCED and maintained, until further notice, in the Public Mains throughout the City.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary,
Hongkong, 11th June 1896. [974]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 14 of 1894.

IN THE MATTER OF SAN TAI LUNG.
EX-PARTE PONG YUI KAI.

A SECOND DIVIDEND is intended to be declared in the matter of SAN TAI LUNG, adjudicated Bankrupt on the 4th March, 1895.

CREDITORS who have not proved their DEBTS by the 15th day of July, 1895, will be EXCLUDED.

Dated this 13th day of June, 1896.
ARATHOON SETH,
Trustee. [975]

CLARET! CLARET!!
MARGAUX, per doz. qts. \$12.75,
Per doz. qts. \$5.75,
St. Julian (2 Crown), per doz. qts. \$9.50,
Per doz. qts. \$5.75,
St. Julian (1 Crown), per doz. qts. \$7.00,
Per doz. qts. \$4.60.

Quality will speak for itself.
H. RUTTONJEE,
15, D'Almeida Street,
Hongkong, 13th June, 1896. [976]

TO LET,
No. 3, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, 13th June, 1896. [977]

FOR SHANGHAI.
THE Steamship
"DAPHNE,"
Captain J. Samuelsen, will be despatched for the above Port on MONDAY, the 15th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
STEMSEN & Co.,
Hongkong, 13th June, 1896. [963]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN,"
Captain Roach, will be despatched for the above Ports on TUESDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 13th June, 1896. [973]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR AMOY AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Robinson, will be despatched for the above Ports on TUESDAY, the 16th instant, at 4 P.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 13th June, 1896. [978]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON AND LIVERPOOL,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking transhipment Cargo for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
(At Reduced Rates.)
THE Company's Steamship
"HYSON,"
J. S. Hogg, Commander, will be despatched as above on WEDNESDAY, the 17th instant, at 5 P.M.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 13th June, 1896. [979]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking transhipment Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)
(At Reduced Rates.)
THE Company's Steamship
"MOYUNE,"
C. H. Kemp, Commander, will be despatched as above on SATURDAY, the 20th instant, at 5 P.M.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 13th June, 1896. [980]

"GLEN" LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENFARG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 19th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 25th instant, otherwise they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 25th instant, at 11 A.M.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 13th June, 1896. [979]

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 3rd May, 1896. [427]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in/wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.
PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES AND SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Hongkong, 10th January, 1896. [96]

DEATH.
At Canton, on the 12th instant, STARLING CARRICK JAY, aged 47 years. Much respected and deeply regretted.

THE Hongkong Telegraph
HONGKONG, SATURDAY, JUNE 13, 1896.

THE FLOGGING FATALITY.

Neither this journal nor the correspondents who have addressed it with reference to the recent death from flogging in the Victoria Gaol have introduced into the discussion of a very painful subject any trace of "maudlin" or of any other description of sentimentality. The question has been considered wholly, solely, and entirely from the practical point of view of law and justice. There has been no desire and no attempt to re-open the general question of the propriety or otherwise of corporal punishment, or to interfere with the decisions arrived at by the Secretary of State, with the concurrence of the public, in the time of POPE HENNESSY. Our morning contemporary in writing as he did in his leading article of the 12th is doing us and our correspondents a gross injustice, and, so far as his readers are concerned, he appears to be desirous of leading them astray by diverting their attention from the questions really in issue to matters which are not at all in dispute. He is trying to stir up an angry feeling in the community about a matter which ought to be considered and dealt with calmly and judiciously. Most of the older residents had enough of the question in years gone by, are perfectly satisfied with the settlement then effected, and are, not unnaturally, inclined to resent any attempt to re-open a discussion on the same lines to-day. It was not "maudlin" of our contemporaries, nor in accordance with the spirit of moderation which, as a rule, characterizes his utterances, to endeavour to stir up public feeling against us by an apparently wilful misrepresentation of the scope and object of our writings with reference to this unfortunate man, who, for a trifling theft, has been punished with death, and with such a horrible death.

Now, to remove all doubts and difficulties on the subject, let us say that we have always been in favour, and are still in favour, of corporal punishment in fitting cases. There are men for whom, apparently, no other punishment is really effective. There are crimes and offences for which no other punishment is so suitable. Neither this journal nor the writer of these notes ever sympathized with Governor HENNESSY in his determined opposition to flogging in every shape and form. We acquiesced in the settlement of the question of corporal punishment then arrived at, and accepted as final by this community. But there were abuses then in connection with the flogging of prisoners which POPE HENNESSY dragged into the light, and which, to the gratification of all right-thinking men, were then put a stop to. There may have sprung up, since then, equally dangerous abuses in connection with the new system, and we want to ascertain if it is so, and if it is, to have them fully investigated and corrected. There must be something wrong in the working of the Gaol when, in spite of all the care taken to identify prisoners and to mark their clothing conspicuously with a number, an innocent man gets the flogging awarded to a dangerous offender, and when a short time afterwards a prisoner dies in gaol, unintended, from the direct effects of a flogging supposed to have been legally and properly administered. Corporal punishment is a proper and suitable penalty for many offences. It is peculiarly suitable and likely to be more effective than any other form of punishment in Hongkong because of our geographical position and of the character of the people the criminal law has mainly to deal with, and the administration of it must be regulated by law, and carried out in strict accordance with law and in accordance with the dictates of an enlightened humanity, and it must be watched over sedulously and constantly, that it may not be made to degenerate into cruelty and inhumanity. Our morning contemporary would not allow the ordinary penalty for idleness and refusal to work in gaol—penal diet of bread or rice and water—and in diminished quantity—to be carried to the length of starvation, or to such a length as to entail disease. Neither may flogging, although it must necessarily be made use of in the last resort, to enforce the observance of prison discipline, be carried to the extent of death or permanent injury. That is not the intention of the law. Death, of course, may accidentally follow from flogging, as death may follow from the prick of a pin or the bite of a mosquito, but the man who caused the death of another by a pin-prick, however unintentionally, would be guilty of manslaughter, if the death directly followed from the action of the pin.

A prisoner in gaol is helpless to protect himself. He is a slave for the time being, depending for everything on those immediately about him and over him. He is secluded from the public, and from the ordinary means of assistance and redress. Hence it is that the law lays down in the most minute fashion how he is to be treated in prison, how fed, clothed, worked, and punished. The quantity and quality of his food is strictly regulated. His hours of labour and rest, the kind of work he may be put to, the quantity he may be required to do, are all a matter of rule. The powers and authorities of every one about him are clearly defined, and he is provided with medicines and medical attendance, and with everything necessary to ensure his health and his fair treatment. He has certain clearly defined rights, and special provision is made to secure, so far as possible, that those rights are regarded. There are the visiting justices going round each week. The Gaol is supposed to be open at all times to all the Justices of the Peace. The Governor of the colony has special duties and responsibilities with regard to the prisoners. There is a provision that in every case of death in the Gaol, although clearly a natural death from disease, there shall be an inquest. Why are all these precautions taken? Because from the necessities of the case a prisoner is absolutely helpless and unprotected in the hands of his gaolers, and unless protected by the law and by the strict enforcement of the law in all its details might easily be overworked, or starved, or gravely injured, or done to death in his prison. Such things have happened and will happen again, but that is no reason why they should not be closely looked into when they do happen; why steps should not be taken to obviate their recurrence, or why there should be no punishment for those through whose fault these things have happened. All we ask or want in this case is a full enquiry into the causes of the death of this Chinese prisoner (a public examination, because no other will be complete and satisfactory), the correction of any abuses, either active or the result of negligence or carelessness, that have contributed to the unfortunate event, if there have been any such; the removal or punishment of any persons through whose misconduct or neglect of duty abuses, if any, have crept into the treatment of the prisoners. If the result of an inquiry is to make it clear that the man was legally and properly punished and afterwards properly treated and looked after, no one will be better pleased than we shall be, but the more strongly we are in favour of corporal punishment the more determined are we that those necessarily subjected to it, in the interests of the public, shall have all the protection the law of the land and the Regulations of the Gaol require and demand.

Here is a healthy Chinaman in the prime of life sent to prison for twenty-eight days for theft. Before his sentence has expired he is dead and buried. He died from blood poisoning? The poison came "not from any external source, but from abscesses formed in the wounds, "so large and so big," made on his person by two floggings administered in the Gaol, for alleged breaches of prison discipline, one of six strokes, and one of twelve strokes. There is no evidence of his having been examined or treated by any medical man until less than twenty-four hours before his death, and then, as Dr. BELL said, he was very ill indeed, suffering from blood poisoning. There was no one with him or near him when he died. There is no explanation of how the wounds, the result of the flogging, came to be "so large and so big;" of how abscesses came to form in those wounds; of how those abscesses remained unnoticed and uncared for until Dr. BELL saw them; of how, in these days of antiseptic medicine, they became so poisonous as to be deadly in their results. The formation of abscesses and death by blood poisoning from these abscesses is not the natural, the ordinary or the necessary result of a severe flogging. Therefore, when such results do follow and death ensues there should be full inquiry and full explanation, and so far there has been none.

We have every reason to believe that men are frequently flogged in the Gaol for offences not within the scope of the Rules and Regulations, and that corporal punishment is becoming the rule rather than the exception in all cases of insubordination, instead of being confined to cases of gross insubordination and after all other modes of compelling obedience have been exhausted. We should like to know the specific offences for which the dead man was flogged twice within nine days, and what was his treatment in hospital between the date of his admission and of his death. We should like to see published also the written certificates of the Doctor who passed him for punishment each time. We think they ought under the Rules to have been in writing.

(Special to Hongkong Telegraph.)
TELEGRAMS.
MORE QUARANTINE!
SHANGHAI, June 13th.
5.55 p.m.

Swatow and Amoy have been declared infected, and all vessels arriving here from those ports are subjected to the Special Regulations issued here on the 6th ultimo, with a view to preventing the importation of plague at this port.

REUTERS' MESSAGES.
THE JAMESON TRIAL.
LONDON, June 11th.

The trial of Dr. Jameson has been resumed. The evidence continues to show that preparations were made for the raid a long time before its occurrence.

THE REFORM LEADERS.
The Reform leaders have been released on payment of a fine of £25,000 each, and an undertaking to abstain from politics under pain of banishment.

INTERNATIONAL ARBITRATION.
The Commercial Congress of the Empire has passed a resolution in favour of arbitration in international disputes.

GREAT BRITAIN AND GERMANY.
The tone of the German Press is more friendly to Great Britain.

LOCAL AND GENERAL.
H.M.S. *Immortalité* is now at Yokohama.

The gunboat *Plavor* is still in the hands of the Dock Co.'s experts.

THERE were only two cases of plague to-day—one each from the city and the harbour.

H.M.S. *Peacock* looked in at Fochow on the 5th inst. She was to make only a short stay there.

ON the 30th ult. the death of Professor Joshua Russell Reynolds, the eminent physician, was announced.

H.M.S. *Rainbow*, *Spartan*, *Alacrity*, *Edgar*, *Centurion*, *Nordstern*, and *Pique* are at present at Nagasaki.

It is notified that from Monday, the 15th instant, the constant system of water supply will be renewed. *Vide* adv.

THE U.S.S. *Yorktown* and the Russian ships *Dmitry Donskoi*, *Korveta*, *Olofinoy*, *Zabakha*, and *Emperor Nicholas I.* are at Chemulpo.

MONDAY, the 15th instant, being the day set apart by the Sages for the noisy celebration known as the Dragon-boat Festival, will be observed at Canton as a general holiday.

THE Paris *Gaulois* publishes an account of an interview that has taken place at St. Petersburg between the Tsar and M. Florence, in which His Majesty is understood to have declared he would support France in the Egyptian Question to the bitter end.

A SPECIAL COMMISSION, said to be composed of Mr. T. Sercombe Smith, Acting Police Judge, Captain W. C. H. Hastie, Police Magistrate, and Dr. J. M. Atkinson, Superintendent of the Government Civil Hospital, has been appointed to inquire into the flogging fatality at the Gaol, and has already begun its labours.

ON the 29th ultimo the Prince of Wales opened the annual military tournament at the Agricultural Hall, Irla gton. It is reported that it eclipses in variety of interest any of its predecessors. Eight hundred men represent the British military forces in India, Ceylon, Hongkong, and other colonies in the grand pageant called the "Bones of the Empire," which is a great success.

THE Manchester Cup, which was won by a head last year by *Floris II*, was secured by *Docker* on the 27th ult., with *Ghislaine* second and *Falster* third.

THE thirtieth series of meetings conducted annually in London by the Committee of Management of the China Inland Mission were held in the great British metropolises on the 27th ultimo and five following days.

CALDER heads the list of winning jockeys at the recent Singapore race-meeting, with eight wins against the seven scored by Campbell. The former had, it is said, by far the best of the mounts. The most successful owner was Mr. Tann, whose speedy representatives won no less than nine races.

THIS afternoon Mr. John Andrew won the Hongkong Rifle Association's Long Range Cup with the good score of 93 at 700 and 800 yards ranges, while the Spoons were divided between him and Mr. A. Brown, who put together 91 points. Private Goodger, R.A., made 84, Mr. W. Deas also having a similar score placed to his credit.

ORDERS were given on the 14th ultimo by the Admiralty for the first-class cruiser *Grafton*, flagship of Rear-Admiral C. L. Oxley, the newly-appointed second in command of the British Far Eastern Squadron, to be ready to leave Chatham on June 4th for Sheerness, where she would complete the preparations for her departure for Hongkong.

We learn from the General Managers of Olivers Freehold Mines and the New Balmoral Gold Mining Company that an offer to purchase the properties of the two Companies by the Anglo-Australian Company, London, has been accepted. The offer is subject to the mines being favourably reported on by the expert of the Anglo-Australian Company, now in Australia.

M. DE BLOUET writes with good sense in one of his Paris letters to the *Times* on the utterances of French journalists with regard to affairs in South Africa. He sees in their denunciations of Mr. Chamberlain much more than the cry of outraged humanity, equity, or morality. "I am convinced," he writes, "that the outcry of the Russian or French papers would not be quite so loud—and they would be quite right—if Dr. Jameson and Mr. Cecil Rhodes were called Dr. Jamesonoff and M. Caimir Rodeseu."

THE recently signed German-Japanese Treaty, the text of which has now been promulgated, seems, by all the *Z. & C. Express* can learn, to be more important than the British Treaty, for the Consular Convention secures a number of important rights and privileges, which will, of course, fall to Great Britain also under the favoured nation clause. It might, continues our London contemporary, possibly be expedient for Great Britain to conclude a special Convention of the same nature, though it must be confessed this would be an innovation in English politics, for Great Britain has not hitherto signed any special Consular Convention with any European Power.

MUSKETS of the new season's tea were first shown at Fochow on the 25th ult., five days later than last year, and business commenced a few days later in a desultory kind of manner. This week, says the *Echo* of the 2nd June, buying has become general, but the tone of the market is quiet and the settlements for the same number of days are much smaller than last year. A spirit of caution evidently prevails. The best of the up-country teas and Soucheongs are considered preferable to last year's, but the rest, with the exception of one or two districts, are characterized as an average crop of good useful quality. The general basis of prices is lower all round. The first direct steamer, the *Glenyly*, will leave on the 9th instant, i.e., eight days later than the first steamer last season.

ON the 2nd inst. the foreigners who have picked their tents on Nantai Island, overlooking the city of Fochow, were greatly astonished and annoyed when notified by the British Consul that the port of Fochow had been declared infected, although, as a matter of fact, neither small-pox, cholera, nor plague are prevalent there. The consular *fillet d'orange* read as follows:—"Fochow has been declared infected owing to the prevalence of bubonic plague. A quarantine of six days from the date of departure from Fochow will be imposed on all passenger steamers."

The *Fochow Echo* positively denies that there is the least justification for the action of the Government of the Straits Settlements. It says—"So far from any prevalence of the disease, not a single case could be heard of, and our contemporary suggests that the telegram from Singapore conveying the decision of the authorities to treat vessels from Fochow as hailing from an infected port must have been intended for some other port."

WHEN news of the Russian coup at Chioch reached London many and strong were the hints thrown out to Russia through the medium of the press that she had gone a little too far and that she may find the exercise of a wise discretion the better part of valour. We call from a few of the papers the following interesting extracts:—

Russia has put her hand on China and intends to keep it there. But that is all the more reason why the Chinese should be made to understand that what interests, commercial or territorial, we have got in those regions we mean to maintain—forcibly if need be.—*St. James's Gazette*.

It is to be contended that the partition of China, if it is to be the solution of the Far Eastern problem, cannot be arranged in the interest of European Power. The necessary first step to be taken is the strengthening of our naval force in the Pacific; there is no reasoning so powerful with the high officials at Peking as a demonstration of resolve to substitute strong acts for weak words.—*Globe*.

Concessions to Russia must be counterbalanced by equivalent concessions to England, if peace is to be assured, and on this point and on all Far Eastern questions there ought to be no delay in coming to an understanding.—*Yorkshire Herald*.

THE Mission steam-launch *Day Spring* will call alongside any vessel holding the answering pennant, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

THE Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$50

MESSRS D. and W. HENDERSON launched from their yard at Patrick on the 13th May the German Emperor's new racing yacht, the *Meteor*. The new cutter was to be taken to Gourock at once, and placed in racing trim for the Southend and Harwich race on the 30th May. The *Meteor* floated with 1800 lbs. less water than required by Lord Dunraven's luckless yacht *Valkyrie*.

It is notified in the *London Gazette* that the Queen has been pleased to give and grant unto Mr. Montague Kirkwood, Legal Adviser to the Japanese Government, Her Majesty's Royal licence and authority that he may accept and wear the following decorations:—(1) The insignia of the Imperial Order of the Sacred Treasure of the Second Class; (2) The insignia of the Imperial Order of the Rising Sun of the Third Class; (3) the Japanese Constitution Medal; and (4) the Silver Wedding Medal, which have been conferred upon him by His Majesty the Emperor of Japan in recognition of his service while actually and entirely employed beyond Her Majesty's Dominions in the service of the Japanese Government.

THE following, for which the military correspondent of a home paper is responsible, is distinctly worthy of record in this journal:—The "Rifle Brigade Chronicle for 1895" contains a new version of an old Rifleman's song, which will be read with amusement by those acquainted with the rivalry which exists between the Brigade and the old 60th. The 60th wrote some words to a song a few years ago; and now the Rifle Brigade, who have always claimed the original song and tune as their own, adopted a version from the pen of Captain B. R. Ward, R.E., of which the following is the first verse and chorus:—

"Oh! Colonel Coote Manningham, he was the man
For he invented a capital plan—
He formed a corps of riflemen,
To fight for England's glory!"

The amusing part of this is that the 60th claim to be the oldest riflemen, but the Rifle Brigade, through means of their champion, Major Willoughby Verney, would rather die than admit it. The real facts are that the first Rifle Company in the British Service was formed in the North York Militia; the first Rifle Battalion in the Service was the old 6th Battalion of the 60th; and that the Rifle Brigade formed the first entire rifle regiment. There is no getting over this.

SPAIN is reported to have prepared, as far as her exchequer permits, for a possible war with the United States. The Spaniards profess to be firmly convinced that Congress must have been bribed to pass the Cuban resolutions, and this belief is said to be strengthened by certain revelations made by the *Diario de la Marina* (Havana). This paper asserts that the Cuban leaders have signed an agreement with a syndicate of American capitalists, which a Franco paper translates as follows:—

"1. If the insurrection is successful, the protection of the United States shall be invoked, to prevent European intervention.
"2. The American syndicate shall have a right to sell all government land.
"3. The syndicate shall have a monopoly of all new railroads, harbours, telegraph and telephone lines.
"4. All materials necessary for constructing such works shall be imported duty free.
"5. During the first five years all American enterprises shall be free from taxation; English shall be taught at all public schools, and by American teachers.
"6. The monetary system to be in conformity with that of the United States.
"7. American citizens to have the same rights as Cubans.
"8. Within ten years after the triumph of the insurrection Cuba shall be annexed to the United States."

The paper asserts that this syndicate at present furnishes the money necessary to carry on the war. In England the insurgent cause does not meet with any opposition, but the resolutions passed in Congress nevertheless are freely criticised and in many quarters boldly denounced.

THE "RICKMERS" LINERS.
YESTERDAY'S RECEPTION.

From time immemorial almost, the name of Rickmers has been familiar in the East in connection with a line of fine sailing vessels, which has been regularly conveying cargoes to and from the Far East and Great West. With the increase of steamers in the trade, Messrs. Rickmers & Co., Bremen, have decided to form a new order of firm and make an effort to maintain the place they so long held in the carrying trade of the East. To this end they are building three large steamers, fitted up on the most approved principles for vessels of this class, with which they propose to establish a monthly service. These steamers will be run in conjunction with the "Shell" line of steamers, making a fortnightly service, under the control in the Far East of Messrs. Arnhold, Karberg & Co. The three firms interested in the trade—Messrs. Rickmers & Co., Bremen; Messrs. Arnhold, Karberg & Co., of Hongkong, China, and London; and Messrs. Samuel Samuels & Co., of Japan, London, and Hamburg—are all very closely connected, and undoubtedly form one of the largest shipping and mercantile syndicates east of the Suez Canal. In addition to the tank-oil trade, which is entirely in their hands, the export trade of Germany and a large amount of the London trade is controlled by them, while, in connection with the homeward bound trade, the rice mills in Hamburg owned by Messrs. Rickmers give promise of ample cargo on the return voyages. We are informed, however, that while this new line might be expected, at first sight, to cut into the business of the established lines, the trade in the East is expanding so rapidly that this will not be the case, this statement being confirmed and upheld by the fact that an arrangement has been completed whereby these new liners work in conjunction with the existing lines under the Shippers' Conference. This arrangement should certainly be a matter for congratulation to all interested in the trade of China and Japan, as showing that, in spite of the depreciation of silver and the necessary curtailment of profits caused by keen competition, expansion of trade is everywhere manifest. The first of these new steamers, the *Maria Rickmers*, is at present in port, and yesterday afternoon, at the invitation of Messrs. Arnhold, Karberg & Co., a large number of those interested in the trade and commerce of the Far East, as well as the personal friends of the firm, were invited to inspect the vessel. The steamer had been got up in holiday trim, and decorated with evergreens and flowers, amidst which were hung hundreds of parti-coloured paper lanterns, giving a gay appearance to all, while on the upper deck of the bridge heads, which, with the

were found refreshments, which were lavishly dispensed by the officers of the steamer and the agents of the line. The Band of the Hongkong Regiment, stationed on the fore-batch, played an excellent selection of music during the afternoon, and added harmony to the toasts to the officers, officers, and agents, which were most heartily drunk, while the builders came in for their share of praise for the excellent piece of work they had turned out. Loud were the hopes expressed that the new venture would prove successful, and that it might lead to an expansion which would in the not too distant future result in the doubling or tripling of the trade in which all present were more or less directly concerned.

The following is a description of the steamer:—The *Maria Rickmers* is a finely modelled steamer of 5,000 tons register, 427 ft. long, 50 feet 6 inches in breadth and 30 feet 6 inches moulded depth. She has a large poop aft, and a most capacious bridge-house amidships, 100 feet long. The poop, as well as the bridge-houses, are fitted to be used either for cargo and storage passengers. On the upper bridge deck are four large boats, the two lifeboats being of seamless steel. The officers' cabins, and spare cabins for about twelve passengers, and the saloon, are in a steel house built on top of the bridge-deck. The mess-rooms are very nicely fitted up, all in polished mahogany and maple, and both are in connection with a large pantry. There are separate bathrooms for officers and engineers, besides a third one for the captain. The saloon and captain's private room are most elegantly fitted up, equal to any first-class passenger steamer. Steam is supplied for the triple-expansion engine by four multibore boilers, working at 180 lb. pressure, and all the most modern improvements in propelling machinery are fitted, including a patent ash elevator, by which all the ashes are blown aboard through a pipe, instead of the old hoisting gear. Another novelty is the arrangement of the watertight doors. This is an invention of the superintending engineer of Messrs. Rickmers, and so constructed that the commanding officer at the bridge can at any moment, by turning a lever, shut all the watertight doors at once, without any further assistance. There are also powerful steam winches and nine steel derricks fitted on deck. Water ballast is carried in a cellular double bottom from stem to stern. The sister ships of the *Maria Rickmers* are the *Ellen Rickmers* and *Edith Rickmers*, which will follow in the monthly service.

CHINESE CHARACTERISTICS.

I.—THE CRAVING FOR SQUEEZES.

If the term "commission" is better understood and has a wider and more elastic significance in one part of the world than another, the country that carries off the palm is unquestionably the ancient, ill-governed, and populous empire on the fringe of which the despised "fan kwai" are graciously permitted to earn a livelihood. Referring to his well-hated antagonists the *Anglais*, the Great Napoleon, as is well known, described them as "a nation of shopkeepers," and it is highly probable that had the gallant little Corsican known as much of the Chinese as he had good reason for knowing about the resources and vitality of the United Kingdom, he would have been the last to deny that the "Flowery Land" is, *par excellence*, a model nation of shopkeepers, for not only do the vast majority of the teeming millions of China engage in trade of one kind or another, but the Chinese mandarin, that is to say, the Chinese gentry, from the highest to the lowest, thrive upon commissions of various kinds (like commission merchants) which the world and uncharitable Westerners actually style "squeezes." Indeed, so general has the use of the latter term become that in referring to "deals" effected at *la Chinoise* foreigners rarely or ever speak of the profits, netted by Chinese as other than "squeezes," pure and simple, a fact which of course conveys to the mind of the uninitiated the idea that the "squeeze," or commission, is an ill-gotten but not altogether illegal gain closely bordering on an adroit swindle, the perpetration of which would be tolerated in none other than an ill-governed Oriental state. Well and good, but it is merely characteristic of the race. This view of it may be true enough, but it must be borne in mind that "custom makes law" and that whatever is done in accordance with law is lawful. Moreover, "habit," it is generally conceded, is "second nature," and we are therefore bound to admit that as far as concerns the general run of commissions obtained in China they are deemed by the natives, of different grades or society, and by many foreigners, to be the lawful outcome of what may be aptly described as "old custom," and that the very worst construction native officials, of whatever rank you please, care to put upon them is that they are either the natural and reasonable emoluments of office or else fair perquisites. Of course, when even the worst construction is put upon commissions of the "squeeze" order it can but be admitted that the acceptance of such gains is only further evidence that the noble Roman of old had good reason to exclaim, "NUMMUS EST VERITAS!" And was it not Pope, too, who in a moment of inspiration exclaimed—

"It is not Nature from this greasy end,
From turning round when livid death descends!"

Meaning, of course, that though errors had been committed, yet they were the result of the natural bent of his subject's inclination and the enormity of the offence referred to was lessened by the measure of responsibility attributable exclusively to his nature, or, as Shakespeare puts it—

"Was wrought by Nature, not by the offence."

Seeing, then, that the incentive of the thrifty, ever-tolling Chinese is, in common with the object of life of almost all toilers, the acquisition of wealth—not so much the coveting of the power which is co-existent with wealth—then why, it may be asked, should there be from time to time a hue and cry raised about the "squeezing" of astute Chinese officials, of Celestial compradors, or of Mongolian domestics? Evidently it is because the Chinaman too often leaves the paths of virtue and justice and once having come under "the influence," as Spiritualists put it, makes money honestly if that *modus operandi* is not too troublesome, but anyhow he makes it. And it is because friend John makes money anyhow that he offends himself on the horns of a dilemma, as the records of the colonial and consular law courts are found to demonstrate. As a rule, however, it is not the sleek well-to-do compradors (though there are doubtless some exceptionally the better officials, the naval commander, or Vice-regal Secretary who, through the

lack of discretion, comes within the pale of the law. It is, on the contrary, usually some of the "small fry," such as petty traders, shopkeepers, bill-collectors, domestics of every description, and half-starved archbishops who go into "retirement" owing to the fact of their being squeezed dollars as to be unable, apparently, to comprehend the difference between the simple terms *money* and *commission*. It must be admitted, however, in justice to all classes of Chinese, that many a hapless underling, a member of some high official's suite or of the staff of a wealthy comprador, is now lingering in some cold cell, gao, owing to the sins of his high-toned employer being visited upon him, the em-ployee having become, *volens volens*, a variable scapegoat. "And why," the stranger will ask, "should the innocent suffer? Why do not those who could save him from the horrors and torments of a Chinese dungeon come forward and speak the truth, the whole truth, and nothing but the truth?" It is certainly strange that this lack of straightforwardness should be in evidence, but it is owing to a very peculiar and intricate characteristic of Chinese justice, or rather of the whole Chinese nation, which will be dealt with later on, when the peculiarities of commissions *à la Chinoise* have been carefully analysed, for the due appreciation of the intricacies of Chinese justice is dependent upon a fair knowledge of the ramifications of commissions as exacted and paid in the Gorgeous East—a system of raising money which in the language of Western people is neatly defined as "sins of commission and omission." In the matter of "squeezes" it will be found that to the house-boy, or butler, the *maïso* who puts up with an occasional housewarming from his master, the despotic Viceroy in his gilded yamen, and others, must be considered due the credit of converting the procurement of commissions—which in some cases are the only means of subsistence—into one of those "inevitable" which we tolerate for the all-sufficient reason that, being invariably omitted at all points, we are unable to eradicate it. And, be it noted, that this state of affairs, for the existence of which we are not altogether blameless, inasmuch as we have countenanced it in one way or another for so long, has given opportunity to salaried agents, or even to schoolboys, to turn to the teeth of the seductive drug, led the way for the establishment of commercial relations with the great "Middle Kingdom," from which the full benefits, both to the Chinese and to ourselves, have yet to be reaped (probably in the near future) is the outcome, or natural sequence of a wide knowledge, strange as it may seem in a backward Oriental state like Far Cathay, of the application of a high art to the requirements of trade, the procurement of the means of subsistence by the tolling masses, and to the maintenance in luxury of many, but of course not all who like the fair lilies of the valley "toll not neither do they spin." That art is the system by which commissions of every conceivable and inconceivable description are obtained and it is commonly called "squeezing." But all commissions are not "squeezes" any more than it would be right to say that all squeezes are, strictly speaking, illegal. The distinction between the one and the other may, however, best be cleared for the present as one of those things about which it is impossible to convince the hypocrite, for "he who is convicted against his will is of the same opinion still." It may be well, therefore, to leave the question of "sins of commission and omission" in the Q. E. D. stage and pass on to the next few numbers of such characteristics as stolidity, assimilation, thrift, and lack of patriotism, not forgetting Pope's dictum—

"It is from high life high characters are drawn;
A subtle snare is twice a subtle law."

THE TUNG WAH HOSPITAL.

ITS PRESENT CONDITION.

In view of the recent prevalence of plague, and the opening of the Lanchow Plague Hospital, in which, according to Chinese accounts, such wonderful results are shown in the treatment of plague patients, a member of the staff of the *Hongkong Telegraph* lately sought and was granted permission to inspect the Tung Wah Hospital. Application was made to the Registrar-General, who headed our representative over to Dr. Atkinson. This latter gentleman most courteously made an appointment, and kindly escorted the inquirer over the whole of the institution, pointing out at the same time the alterations made at his request and the still greater improvements which he had recommended, but which the Chinese Committee have not yet carried out.

Entering the compound, the receiving office is soon reached, and here is stationed a European officer who takes a record of the cases, this being, however, merely a temporary arrangement during the prevalence of the plague. After being registered and assigned to a doctor (the six Chinese doctors attached to the Hospital divide up the cases so that each doctor has a patient) the sick person is taken to the reception ward, there to remain until seen by Dr. Atkinson, who visits the place twice a day. This ward is in the building formerly used as the lunatic ward, further mention of which will be made below. After being seen by Dr. Atkinson, if the case is diagnosed as plague, the patient is sent at once to the Kennedy-town Hospital. If doubtful, it is sent to the observation ward, where the temperature is regularly taken, and in a few hours the case is either pronounced to be plague, and the patient is taken to the Kennedy-town Hospital, or, if it is not plague, the patient is released to the regular ward, and there remains under Chinese treatment until cured or till death releases the victim from his sufferings. In case of death occurring, or of dead bodies being brought in, the bodies are taken to the mortuary, which is built at the south-east corner of the compound, and can be entered from the street without passing through the Hospital. This is an innovation due to Dr. Atkinson, the mortuary formerly being in the centre of the compound. Here the bodies are viewed twice daily, and after the cause of death has been ascertained, the confined bodies are taken away and buried.

There are of two separate and distinct classes of wards. One class consists of large airy rooms, in which there are beds ranging from twelve to twenty in number. Attached to most of these rooms (after much pressure from Dr. Atkinson) are bath rooms and lavatories, which are, however, very rarely used. Between each pair of beds are placed commodious, of every sort of type, which are not desirable, very few being used by the European physicians, kept as clean as they should be, and are kept in place regardless of the ability of the inmates to leave the wards. The sexes are kept separate, and the various classes of diseases are kept apart. The tiled floors are, according to the attendants, washed once a week, but did not look as though they had been washed as stated. Taken all in all, though, this class of ward, with the exception of the tiled floors, is fairly well adapted for the use of the hospital, however, in a most disgraceful condition. On a plain plank bed, resting on a wooden frame, is a straw mat, made in most cases with

age, a netted quilt of cotton, not one of which was even partially clean, most of them being black with dirt, covered by a sheet but little cleaner, while a roll of straw, enclosed in dirty sheeting, formed the pillow. To say nothing of the larger forms of animal life that must find a snug refuge in this bedding, the material is certainly an ideal one for harbouring bacteria of every description, and as it is passed on from one patient to another, the consequences may more easily be imagined than described. They cannot be washed, and no attempt is made to disinfect this filthy material.

There is another class of ward, however, which by none of the canons of hygiene can be called passable. These consist of double rows of brick buildings, entered by a brick paved court about eight feet wide and fifty feet long. On either side of this court is a building of the same length, about ten feet deep, and divided into five rooms by brick partitions reaching to the roof. In neither the back wall nor the partitions is there any opening, a door six feet high by three wide and a window four feet high being the only means of light and ventilation. Each of these cubicles is intended to accommodate two persons, and in many of them two persons are at present placed, though many of them are unoccupied. There are six sets of these cubicles, giving place, in case of need, for 120 persons, although at the present time some twenty only are occupied. These wards or cells the Government physicians have been trying for a long time to have removed and replaced by large and properly ventilated ones, which could be easily done, but this the Committee, it is said, are unable to do.

In addition to these wards, there is the large pharmacy, where a wonderful stock of Chinese medicines is kept, and where innumerable draughts and plasters are prepared, a large cookhouse, where, under the usual Chinese chef, the food for the patients and attendants is prepared, and the Committee-men and their friends, to prepare whose frequent banquets it is said is prepared, and the large assembly-hall, which is the best portion of the premises. This complex the building is the Tung Wah Hospital.

Turning now to the manner in which the patients are treated, and especially to the surgical ward, a condition of affairs that is very discreditable to the British Colony is found. In all the wards not the slightest effort is made to keep the patients, their clothing, or rooms, in the least degree clean. The body of a woman, who had died of consumption, was lying in the mortuary, black with dirt, her hair being a living mass of vermin. The stench in nearly all of the wards from the commodious was almost overpowering, although the effort is made by the visiting physicians to have this remedied. Nowhere is a disinfectant of any description used. Here are to be seen women and children with plasters on their heads and backs for fevers, every kind of wound being covered simply with the universal pitch plaster, which merely aggravates the tumours. But the surgical ward is indeed a chamber of horrors. 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Auctions.

GOVERNMENT NOTIFICATION.
No. 100.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 15th day of June, 1896, at 4 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 30th May, 1896. [943]

Particulars of the Lot.

| No. of Sale | Locality | Room-ary Measure-ments | Contents | Area | Annual Rent |
|----------------------|--------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Inland Lot No. 1,770 | South Kennedy Road | 10 ft. x 10 ft. x 10 ft. | 10 ft. x 10 ft. x 10 ft. | 10 ft. x 10 ft. x 10 ft. | 10 ft. x 10 ft. x 10 ft. |

PUBLIC AUCTION.
THIRD CLEARANCE SALE OF THE HONGKONG TRADING CO.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION

ON THURSDAY, the 18th June, 1896, commencing at 2.30 P.M., at the

HONGKONG TRADING CO'S PREMISES, THE REMAINING STOCK-IN-TRADE OF LADIES' DRESSING GOODS, &c.,

Completing: WOOLLEN DRESS MATERIALS, PRINTS, LAWNS, EVENING DRESS GOODS, LACE, BIRONS, COLLARS, and SETS, SHIRTS, FANS, SILK SASHES, TRIMMINGS, FLOWERS, FEATHERS, DRESS ORNAMENTS, HOSIERY, BOOTS, SHOES, HATS, HERRINGBURY, &c., &c.

Catalogues issued prior to Sale. On View from WEDNESDAY, the 17th June. TERMS OF SALE—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, 12th June, 1896. [967]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Steamship

"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched TO-MORROW, the 14th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th June, 1896. [964]

FOR YOKOHAMA AND KOBE.
THE Steamship

"MACDUFF,"
Captain Thomson, will be despatched on MONDAY, the 15th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1896. [962]

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"TEUCER,"
Captain Riley, will be despatched as above on THURSDAY, the 18th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th June, 1896. [964]

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"CARMARTHNSHIRE,"
Captain Simcock, will be despatched for the above Ports on or about the 27th instant. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 6th June, 1896. [800]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLEGARRY,"
Captain Ferguson, will be despatched as above on MONDAY, the 22nd instant, at 4 P.M. Instead of as previously advertised. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 12th June, 1896. [929]

"MILBURN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANKOW,"
Captain Orr, will be despatched for the above Port on SATURDAY, the 27th instant, at Noon. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 12th June, 1896. [966]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOI, HONGKONG, SINGAPORE, JAVA, FROM HONGKONG.

S.S. Germania... To JAVA... June.

Intimations.

FOR CONNOISSEURS.

EXTRA SPECIAL.

GLEN WHISKY.

\$11.00 PER CASE.

BEST VALUE EVER OFFERED.

100 A. I. TONIC

CHAMPAGNE BITTERS.

THE BEST RESTORATIVE IS

BOVRIL WINE AND BOVRIL.

From WATKINS & CO.

APOTHECARIES' HALL.

J. J. CARNAUD, 3, rue d'Argout, PARIS.

TIN BOXES

STAMPED ARTICLES

FOR

MILITARY

EQUIPMENT

Apply to Messrs DODWELL, CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris.

SOCIETE FRANÇAISE DES EXPLOSIFS, 7, RUE DE LISLY, PARIS.

DYNAMITE

No. 1 Blasting Gelatine, No. 1 Dynamite, Gelatine Dynamite, Gelignite, Detonators, and all necessary appliances, can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Apply to Messrs DODWELL, CARLILL & Co., Hongkong. Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENEDI,"
Captain Ferguson, will be despatched as above TO-MORROW, the 14th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th June, 1896. [917]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alterations.)

Mount Lebanon... Monday... 15th June.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"
will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on MONDAY, the 15th June.

Consular Invoices of Goods for United States Points should be in Quadruplicate; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 27th May, 1896. [882]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHANG.

THE Steamship

"HUNAN,"
Captain Fraser, will be despatched on MONDAY, the 15th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1896. [965]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Steamship

"TSINAN,"
Captain Ramsay, will be despatched on WEDNESDAY, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th June, 1896. [958]

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"
Captain Barr, will be despatched as above on WEDNESDAY, the 24th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1896. [956]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BALMORAL,"
Captain McRitchie, will be despatched for the above Ports on or about the 27th July. For Freight, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 12th June, 1896. [954]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"
Captain R. Cass, will be despatched as above on TUESDAY, the 16th instant, at Noon. Instead of as previously advertised. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th June, 1896. [945]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

THE Steamship

"HUPEH,"
Captain Quill, will be despatched on WEDNESDAY, the 17th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1896. [945]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"GISELA,"
Captain Gritono, will leave for the above places on THURSDAY, the 18th instant. For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 12th June, 1896. [968]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"MONMOUTHSHIRE,"
Captain Evans, will be despatched as above on or about THURSDAY, the 18th instant. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 10th June, 1896. [961]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"WHAMPOA,"
Captain Nowcomb, will be despatched on FRIDAY, the 19th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1896. [940]

SAILING VESSELS.

FOR NEW YORK.

THE "100 A. I. American Ship

"T. F. OAKS,"
E. W. Reed, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 2nd May, 1896. [965]

FOR NEW YORK.

THE 3 1/2 L. I. American Ship

"LUCILE,"
Ballard, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 2nd May, 1896. [965]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"SOCOTRA,"
Robble, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 2nd May, 1896. [951]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.

1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Fybes, R.N.R...WEDNESDAY, 11th July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 10th June, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 25th June, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 12th July, at Daylight.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 29th July, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 16th June, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th July, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st July, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th June, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd June, 1896.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAETZEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 12th May, 1896.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROSETTA,"
Captain G. K. Wright, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 18th June, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "Thames," leaving that port on the 10th July for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong 4th June, 1896. [431]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich... Tuesday... 12th June.

Prinz Heinrich... Tuesday... 18th August.

Prinz Heinrich... Tuesday... 15th Sept.

Prinz Heinrich... Tuesday... 13th Oct.

Prinz Heinrich... Tuesday... 10th Nov.

ON TUESDAY, the 23rd day of June, 1896, at 4 P.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Cuoppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th June. Cargo and Specie will be received on board until 5 P.M. on Monday the 22nd June, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 23rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 30th May, 1896. [875]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST; and to the INTER